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CANADIAN RECIPROCITY.

Reciprocity with Canada is apparently to be the "paramount issue" in the coming campaign in Massachusetts, if not in New England, says the New York Commercial. Practically all of the republican members of the Boston Chamber of Commerce committee of one hundred have just signed an appeal to Massachusetts republicans to send delegates to the approaching state republican convention who favor a trade reciprocity treaty between the United States and the dominion of Canada. The appeal goes on to say that "realizing as President Roosevelt realized, in his message to congress in 1902, that no treaty can be made which may not affect injuriously some interest, even if it should conserve the greatest good of the greatest number of people, we favor reciprocal treaties 'when,' in the language of the president, 'the minimum of damage done may be disregarded for the sake of the maximum of good accomplished.'"

The contention of Senator Lodge and other New England republican leaders is that they are wholly and enthusiastically in favor of reciprocal trade arrangements with Canada, but that such arrangements must be consistent with protection to every branch of American industry. This amounts to saying that these republican leaders are absolutely opposed to reciprocity with Canada, and they are simply toying with words when they declare to the contrary. Canada produces pretty much the same sort of things that we produce. Some of these things she produces more cheaply or in greater quantities than we do, and some of them we produce under greater advantages than Canada does; and real reciprocity with that country means that there shall be a free, or a freer, admission of Canadian articles into the United States in the production of which the dominion excels and vice versa, that goods in the production of which this country excels shall be admitted under similar terms into Canada. There can be no real reciprocity in "non-competitive" commodities. No nation levies duties on such products except for purposes of revenue.

One of the "arguments" that is advanced against reciprocity with Canada is that in spite of the present preferential tariff which that country maintains for the benefit of Great Britain, our exports of merchandise to the dominion are steadily increasing—these exports having increased from \$57,000,000 in 1894 to nearly \$124,000,000 in 1903. It is a strange sort of logic that sees in this fact a reason for not extending our trade with Canada. If it is a matter for congratulation that our exports to our northern neighbor are constantly increasing, why would it not be a matter for greater congratulation that under reciprocal trade arrangements, they should increase still faster. Such an increase would imply a wider market for American products as a whole, and, consequently, more employment for American capital and American labor.

Canada is developing rapidly. Immigrants, both from this country and from the old world, are pouring into its western and northwestern provinces by the thousands; vast stretches of territory are being settled and put under cultivation, and railroads are being built to connect these sections with the older portions of the continent. These new comers, together with the people of eastern Canada, are large consumers of classes of things that we produce, and their demand for such commodities is destined to increase enormously. To continue to pursue a policy that prevents us from supplying them with these things is a piece of insensate folly. It is the very reversal of the policy of encouraging American industry.

The movement in New England for Canadian reciprocity is a protest against this irrational policy, and the fact that many of the leading participants in it are republicans, indicates clearly that a sharp change is taking place in republican sentiment with regard to the subject.

AMERICAN JEWS IN RUSSIA.

The somewhat excited remarks of some of the Russian press upon the subject of the status of American Jews in Russia are not to be taken as conclusive, says the New York Tribune. The premise of their argument, based upon the supposed analogy between American Jews in Russia and Chinese im-

migrants in America, is hopelessly faulty and incorrect. The supposed analogy does not exist. In the one case, there are restrictive laws in direct violation of an international treaty. In the other case, there are restrictive laws in accordance with and in fulfillment of an international treaty.

The Russo-American treaty of 1832-'33, article I, declares that "the inhabitants of their respective states shall, mutually, have liberty to enter the ports, places and rivers of the territory of each party. * * * They shall be at liberty to sojourn and reside in all parts whatsoever of said territories, and they shall enjoy, to that effect, the same security and protection as natives of the country wherein they reside, on condition of their submitting to the laws and ordinances there prevailing." It is held by this country that those stipulations should apply to all American citizens without discrimination. It is held, however, by the Russian government that discrimination may be made between Americans of various religious faiths. That is the issue upon which the controversy hinges.

In the case of our exclusion of Chinese, it is quite true that under the treaty of 1868, which these Russian journalists seem to have in mind, conditions were much the same as in this Russian case. But under that treaty we did not exclude the Chinese. There have been made subsequent treaties, in 1880 and in 1894, expressly regulating Chinese immigration and authorizing the United States to enact and enforce restrictive laws. If Russia should secure a revision of the treaty of 1832-'33, and should get America to agree to the exclusion of certain classes of American citizens from Russia, then the cases would be similar, and Russian exclusion of American Jews would be as lawful as American exclusion of Chinese coolies. Until Russia does that the two cases are radically different.

AUTOMOBILE TOURING.

The automobile has made it possible for a person to journey any distance in his private conveyance at his own option and convenience as to time or route, provided only there are passable roads to travel over. This could not have been done with horses when traveling by coach was at its height without relays of horses at great expense. Nor could a satisfactory rate of speed be attained for any great distance with the best of horses. But the automobile will make railway speeds if desired and permitted by local authorities, and there is no limit to its endurance, says the Tacoma Ledger.

The Scientific American mentions the fact that out of 75 autos that participated in the recent tour from eastern cities to St. Louis, only one American car failed to reach its destination on account of a serious breakdown. One machine collided with a railway train and one was burned. One touring car only met with numerous mishaps, culminating in the breaking of its crank shaft when 30 miles from St. Louis. Another car of the same make, however, went through without mishap. Lightweight cars seemed on the whole to make the trip most satisfactorily.

One new York automobilist ran from New York to St. Louis and back again without stopping the motor. This record non-stop run of 3400 miles shows what an auto can do. The car was run for 13 days and nights over good, bad and indifferent roads, including some of the worst in America, without its motor having a second's rest. In fact the motor ran 15 days and two hours unceasingly before it was finally stopped after the journey was ended. No steam locomotive has ever been put to any such test. It is marvelous that such a result can be obtained with a motor jolted about in a car over rough, dusty or muddy roads. Another enthusiast touring across the continent reached Denver in 16 and one-half days from New York. When America has as good roads as are to be found in Europe one will be able to cross the country, from coast to coast, say, in 10 or 15 days in his own private conveyance.

The Portland Journal is very proud of Multnomah county's independent voters, and commends them in a lengthy editorial. The Journal did not evince so much interest in the independents in the last campaign, when it worked diligently for the direct primary law, under the provisions of which the independents—admittedly the safety-valve of our political system—are denied the right of expressing their choice for candidates for nomination. Perhaps some of the independents will remember the Journal's somewhat erratic attitude toward them.

At the beginning of the war Kuropatkin announced no Japanese would ever return to Japan. It looks very much as if he were right, as they seem intent on taking up a residence in St. Petersburg.

Oliver Doud Byron will return to the stage. This news dispels a general impression that Mr. Byron died some time ago.

The gist of Mr. Hill's advance political obituaries seems to be that the senator is a past master of unlauded politics.

"The man behind the spectacles" appears to be having his inning in the occident as well as the orient.

BOILER BURSTED.

Steam Launch of Cruiser Marblehead Blew Up.

San Francisco, Sept. 20.—The steam launch of the United States cruiser Marblehead blew up today while lying alongside the ship. Two of the five men on board were rendered unconscious for a time but came around all right in the ship's hospital. The launch, which was quite old, was saved.

Aged Rebel Veteran Dead.

St. Louis, Sept. 20.—George Washington Bradley of Houston, Tex., aged 97, said to have been the oldest Confederate veteran, died here today.

Notice to Taxpayers.

The county board of equalization will convene at the county clerk's office on September 26, 1904, and continue in session daily thereafter for a period of one week, for the purpose of publicly examining the assessment roll for the year 1904 and correcting all errors in valuation, description or quality of land, lots or other property, and all interests are notified to appear at the above time and place for the purpose of lodging objections, if any there be, to said assessment.

T. S. CORNELIUS,
Assessor of Clatsop County, Oregon.
Dated Astoria, August 29, 1904.

HOTEL ARRIVALS.

Parker House.

W. E. Connolly, city.
Mrs. A. J. Burdick, Tillamook, Ore.
W. P. Burdick, wife and daughter, Andover, N. Y.
Jenny Parker, John Days.
Harry Parker, John Days.
C. N. Hess, Youngs River.
T. J. Smith and wife, Tacoma, Wash.
D. Kern, Portland.

What is Life?

In the last analysis nobody knows, but we do know that it is under strict law. Abuse that law even slightly, pain results. Irregular living means derangement of the organs, resulting in constipation, headache or liver trouble. Dr. Klag's New Life Pills quickly adjusts this. It's gentle, yet tough. Only 25c at Chas. Rogers' drug store.

In prodding Kuropatkin in the rear, Japan is keeping up the practice of hitting the other fellow when he isn't looking—or isn't in position to look.

It is to be hoped the 800 democratic editors won't send to Judge Parker marked copies of their papers, in the expectation that he will read all of them.

Bucklen's Arnica Salve.

Has world-wide fame for marvellous cures. It surpasses any other salve, lotion, ointment or balm for cuts, corns, burns, boils, sores, felons, ulcers, tetter, salt rheum, fever sores, chapped hands, skin eruptions; infallible for piles. Cure guaranteed. Only 25c at Chas. Rogers', druggist.

As a health maker, tonic and monthly regulator, the Bitters will be found unequalled. That's why so many women use it to the exclusion of all other remedies: It never fails in cases of Sick Headache, Cramps, Bloating, Fainting Spells, Backache and Indigestion. Try a Bottle.

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